



Transportation Commission

October 5, 2011





Agenda Item #2

Funding Update



Funding Update

- City Council:
 - Adopted CWG recommendation for Corridor C.
 - Adopted allocation plan for CMAQ/RSTP funds.
- Commonwealth Transportation Board:
 - Set fall meetings to hear testimony on 6-Year Plan (Current, and FY2013-18 Plan)
- Transportation Planning Board:
 - Apprised of continuing efforts to reform WMATA governance.
 - Received information on DC Office of Planning study focused on housing affordability related to transportation costs.

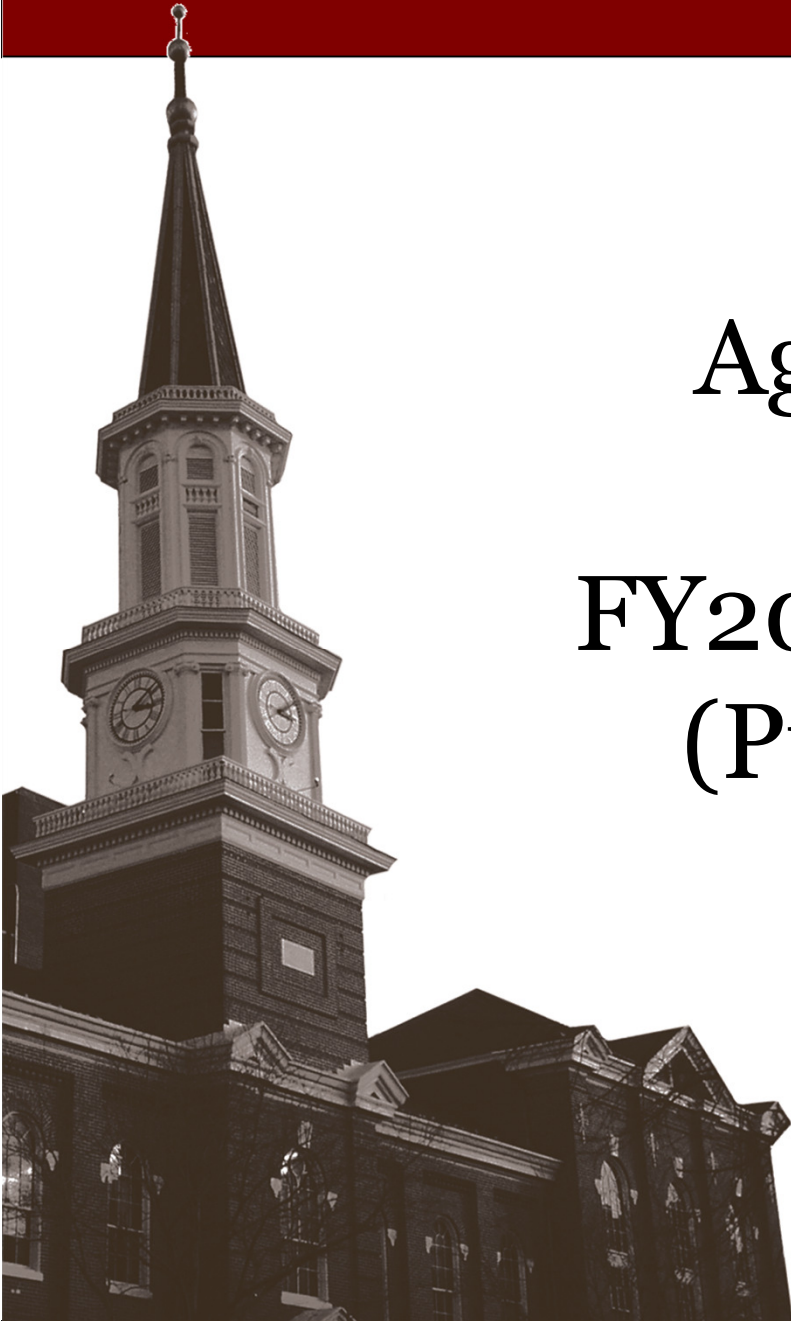
Funding Update

- WMATA:
 - Board approved public hearings on proposals to change WMATA services in cost-neutral fashion.
 - Two proposed services include mid-day services from Bradlee Center to Parkfairfax; and extension of Route 28x to Mark Center.
- NVTa:
 - Allocation plan for FY2013-18 CMAQ/RSTP funds was sent to NVTa.



Agenda Item #3

FY2013 CIP Proposal (Public Hearing)



Process

- TC sub-committee prioritized projects not fully funded
- TC sub-committee reviewed fully funded projects
- Public Hearing
- TC Recommendation to staff
- Winter- presentation of Budget to Council
- Spring- Public hearings
- May- Budget adoption

FY 2013 CIP Proposal for Transportation Commission Consideration

	FY 2013 Funding (above FY 2012)
1. DASH Bus Fleet Replacements	Grant Funded
2. DASH Bus Fleet Expansion	TBD
3. Bus Shelters and Benches	\$40,000
4. Shared Use Paths	\$132,000
5. Non-Motorized Transportation Complete Streets	\$385,000
6. Non-Motorized Transportation Safety	\$200,000
7. Fixed Equipment	\$150,000
8. Transportation Technologies	\$150,000
Total	\$1,057,000

1. DASH Bus Fleet Replacement



- CMAQ funds \$1,995,000 in FY 2013 for 3 additional buses

2. DASH Bus Fleet Expansion



- Transportation Commission's top priority
- Approved FY 2012 shows no expansion until FY 2015

FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
	\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600,000

3. Bus Shelters and Benches



- Requesting \$40,000 over three years for bus bench installation
- Bench installation is separate from the grant to install shelters

4. Shared Used Paths



- Requesting \$132,000 (\$250,000 total) for path maintenance
- Special revenues and grants are used for enhancement of the network

5. Non-Motorized Transportation (Complete Streets)



- Requesting \$385,000 increase for spot improvements
- Capital funds for maintenance of sidewalks, curbs, gutters, crossings, and access ramps
- \$250,000 in FY 2013 for development of Complete Streets Design Guidelines
- Grants are used for new mobility enhancements

6. Non-Motorized Transportation (Safety)



- Requesting \$200,000 increase for spot improvements
- Capital funds for signals, markings, signs, crossing islands, bicycle parking, and detection devices at intersections
- Grants are used for new safety enhancements



7. Fixed Equipment



- Maintenance, upgrade, and replacement of signs, signals, and meters
- Requesting \$150,000 increase

8. Transportation Technologies



- Signal operations, traffic cameras, transit signal priority, queue jumps, real time transit information, and parking technologies
- Requesting additional \$150,000 in FY 2013



Agenda Item #4

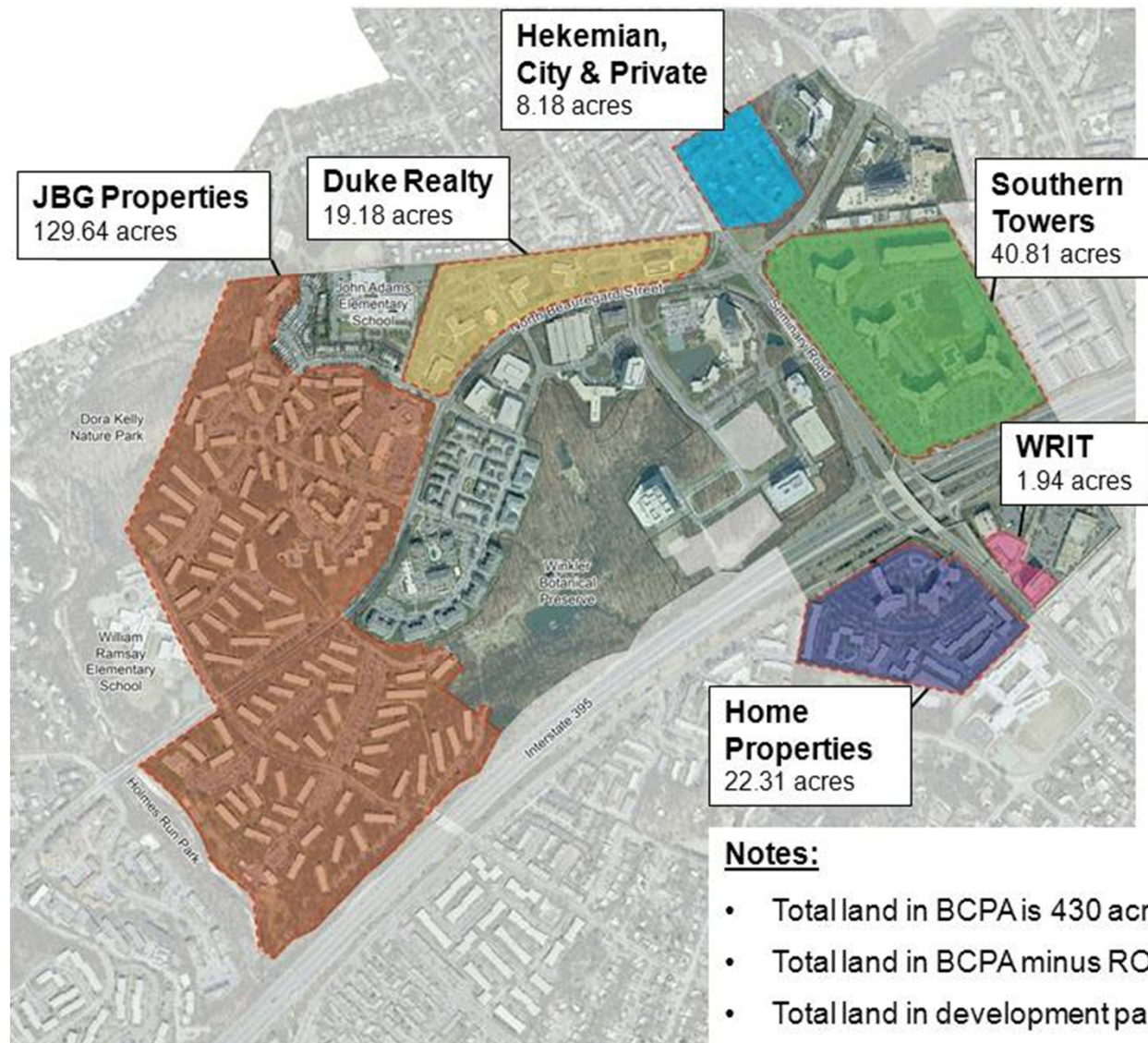
Beauregard Transportation



Proposed Development Plan



Beauregard Corridor Planning Area (BCPA)



Proposed Development Plan

Development Summary							
					Residential Units (DU)		
Developer Land Owner	Acres	Existing Development (sq. ft.)	Zoning Maximum (sq. ft.)	Proposed (sq. ft.)	Existing	Zoning	Proposed
Duke Realty	19.18 ac.	304,894	835,481	1,135,764	0	0	0
Hekemian	8.18 ac.	16,500	109,707	759,469	15	28	535
Home Properties 1	22.31 ac.	918,074	1,027,953	1,607,163	843	878	1,472
JBG Properties	129.64 ac.	2,291,789	5,647,118	6,415,751	2,264	2,264	5,009
Southern Towers 1	40.81 ac.	1,921,770	2,221,964	2,321,770	2,378	2,222	2,378
WRIT	1.94 ac.	141,963	253,519	240,110	0	106	0
TOTAL	222.06 ac.	5,594,990	10,095,742	12,480,027	5,500	5,498	9,394

(1) – Numbers include proposed development and existing building(s) that will remain.

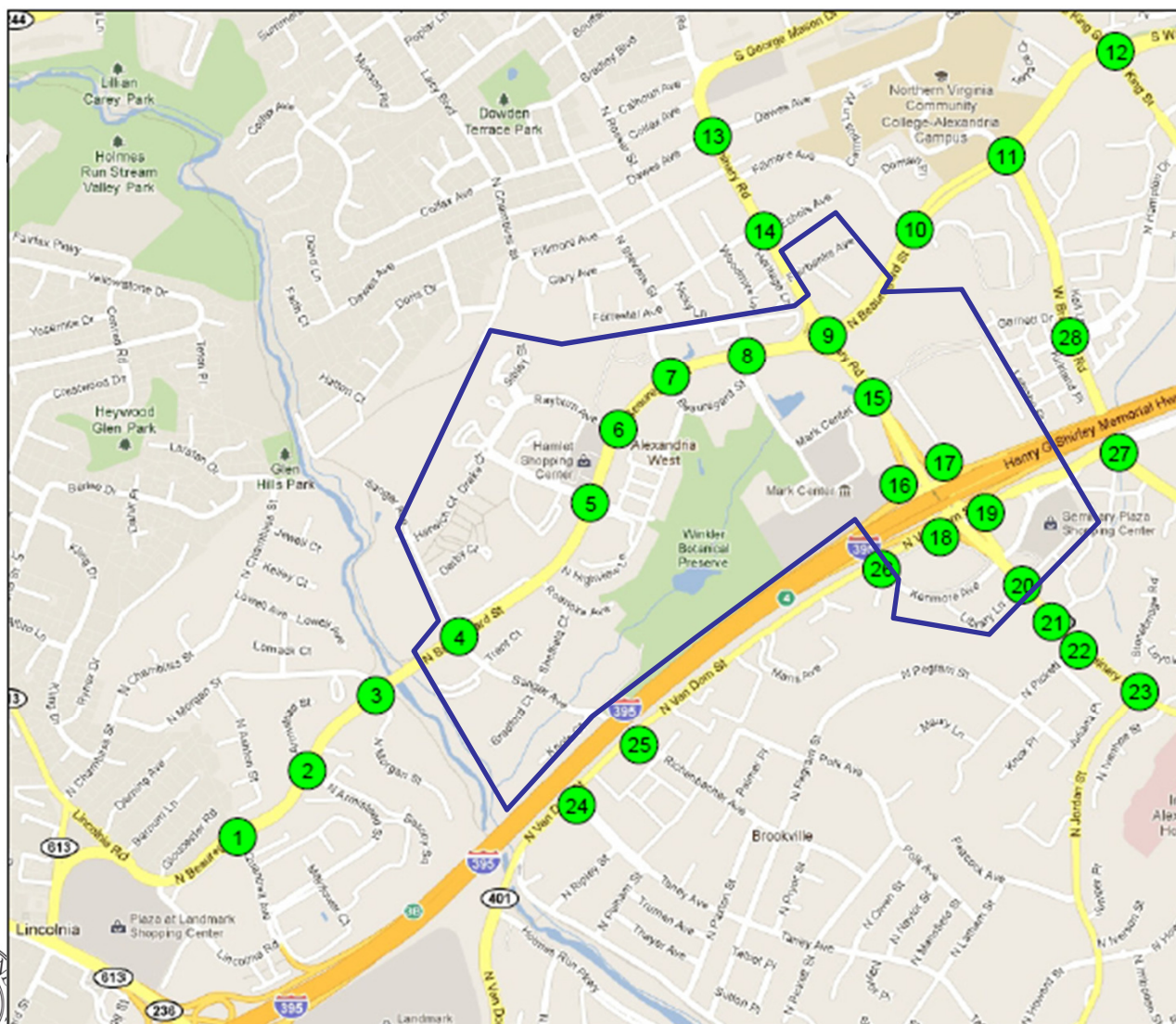
What we Heard from the Community

- Minimize impacts of development
- Infrastructure in place prior to development
- Develop a comprehensive multi-modal approach

Transportation Analysis

- Conducted comprehensive Transportation Analysis
- Studied 28 intersections in the study area
- Analysis conducted in cooperation with developers
- Coordinated multiple traffic studies
 - BRAC-133
 - Transitway Corridor C
 - Regional Studies

Study Area



Study Intersections

1. Beauregard St/Quantrell Ave
2. Beauregard St/N Armistead St
3. Beauregard St/N Morgan St
4. Beauregard St/Sanger Ave
5. Beauregard St/Reading Ave
6. Beauregard St/Rayburn Ave
7. Beauregard St/Highview Ln
8. Beauregard St/Mark Center Dr
9. Beauregard St/Seminary Rd
10. Beauregard St/Fillmore Ave
11. Beauregard St/W Braddock Rd
12. Beauregard St/King St (Rt. 7)
13. Seminary Rd/Dawes Ave
14. Seminary Rd/Echols Ave
15. Seminary Rd/Mark Center Dr
16. Seminary Rd/Ramp to 395 SB
17. Seminary Rd/Ramp from 395 SB
18. Seminary Rd/Ramp from 395 NB
19. Seminary Rd/Ramp to 395 NB
20. Seminary Rd/Library Ln
21. Seminary Rd/Hammond School
22. Seminary Rd/N Pickett St
23. Seminary Rd/N Jordan St
24. N Van Dorn St/Taney Ave
25. N Van Dorn St/Sanger Ave
26. N Van Dorn St/Kenmore Ave S
27. N Van Dorn St/W Braddock Rd
28. W Braddock Rd/Hampton Dr

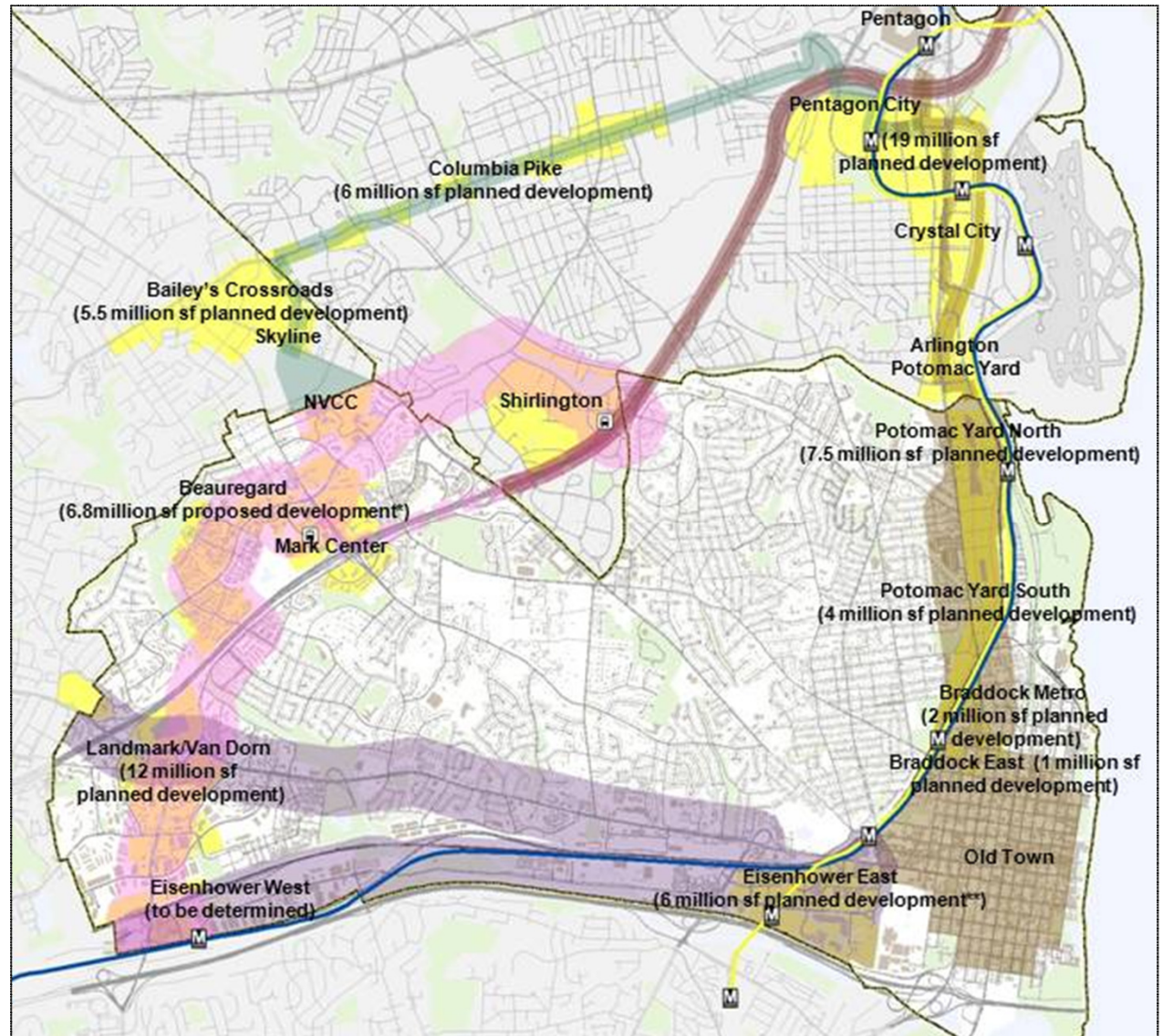


Traffic Analysis Scenarios

- Existing Condition (2010)
- 2035 Baseline
- 2035 Market Demand

Assumptions:

- Transitway
- VDOT Short / Long Term Improvements
- Multi-modal
- Regional Growth



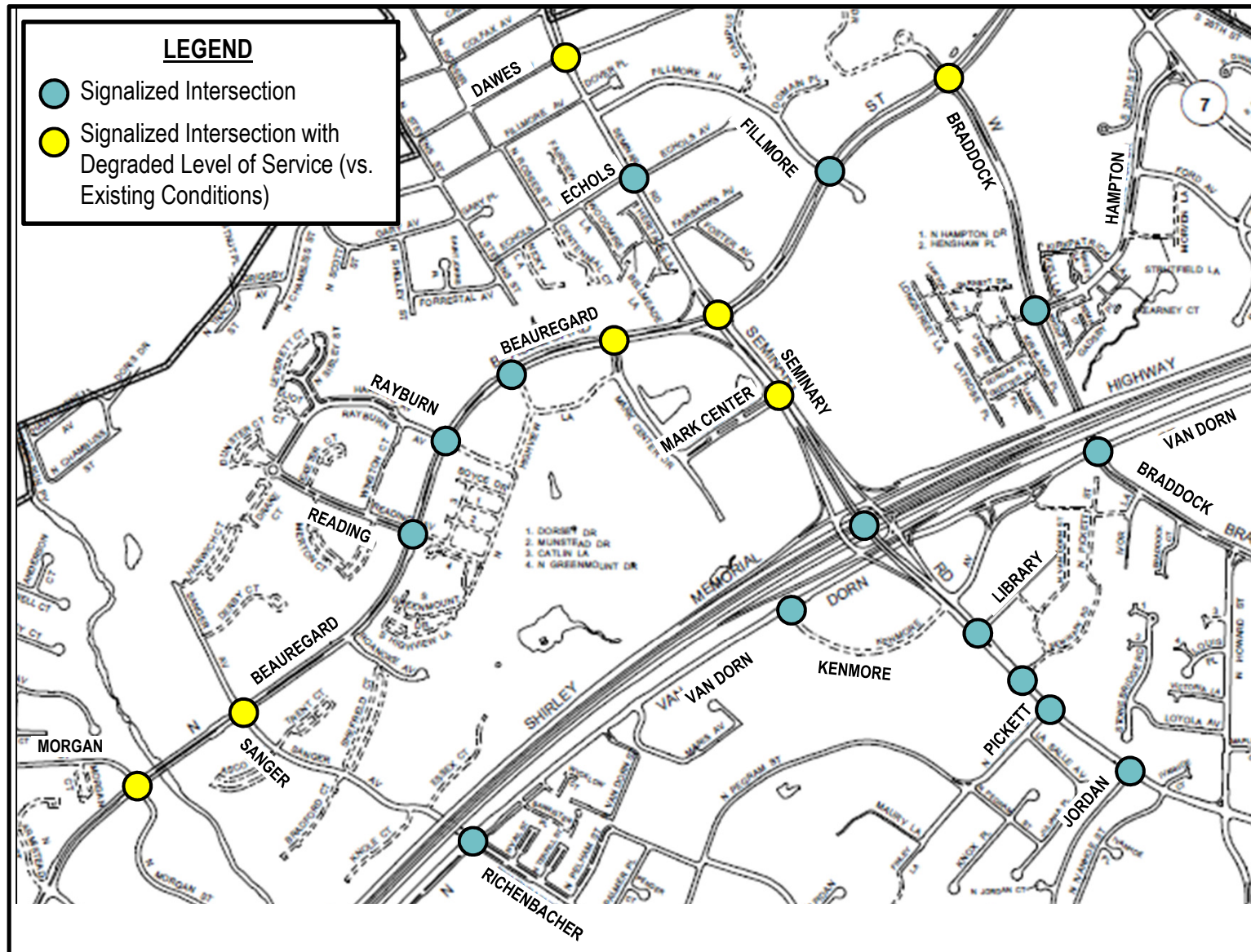
Traffic Analysis Process

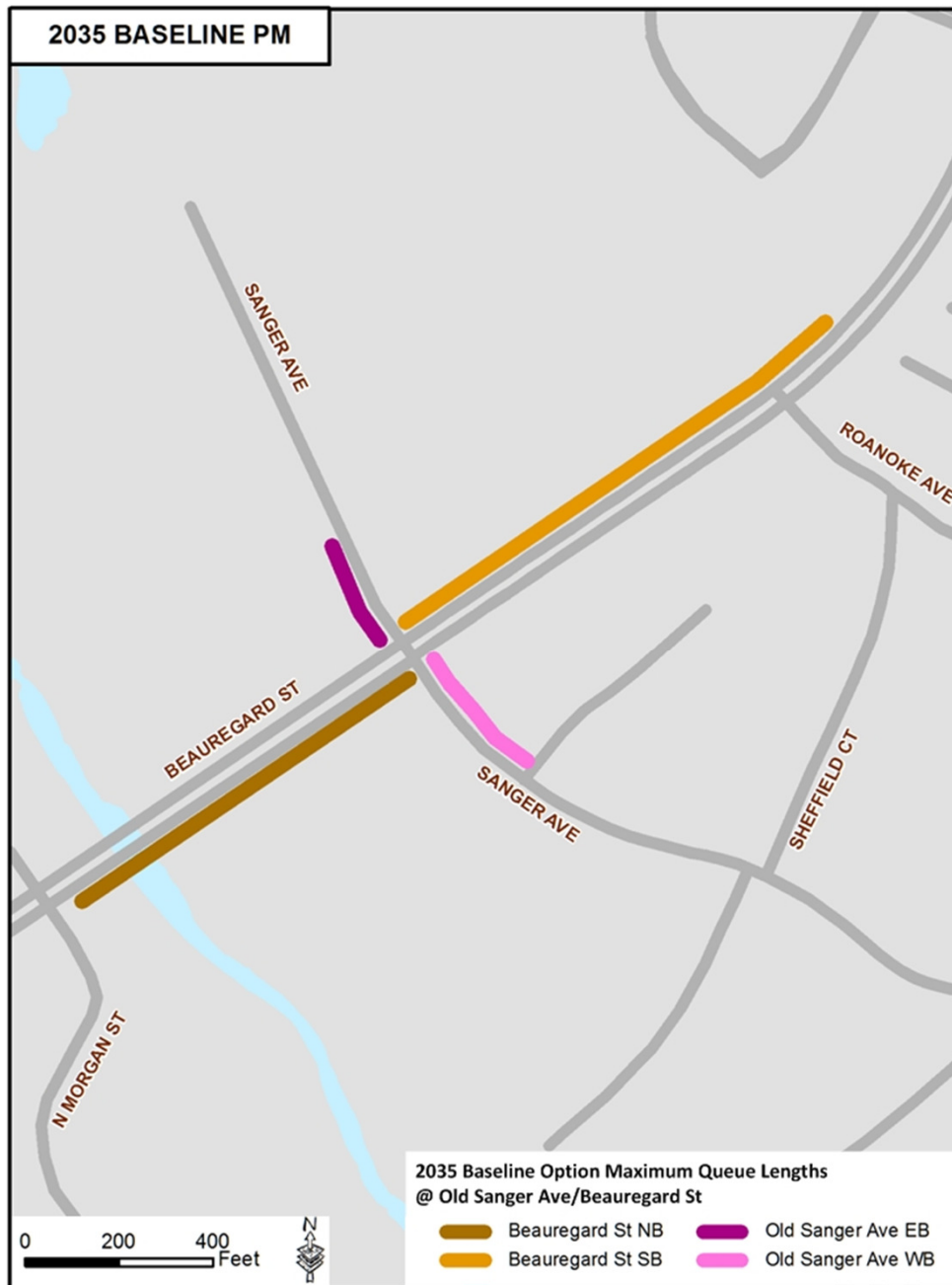
- Small Area Plan provides opportunity for a comprehensive mitigation package (rather than piece-meal approach) and allows regional coordination
- Future site specific transportation analysis as part of future development applications

Baseline 2035 Scenario

- Regional Growth
- Approved development in Study Area
- Transitway
- VDOT Short and Mid-Term
- King & Beauregard Improvement
- VDOT HOV / Transit Ramp

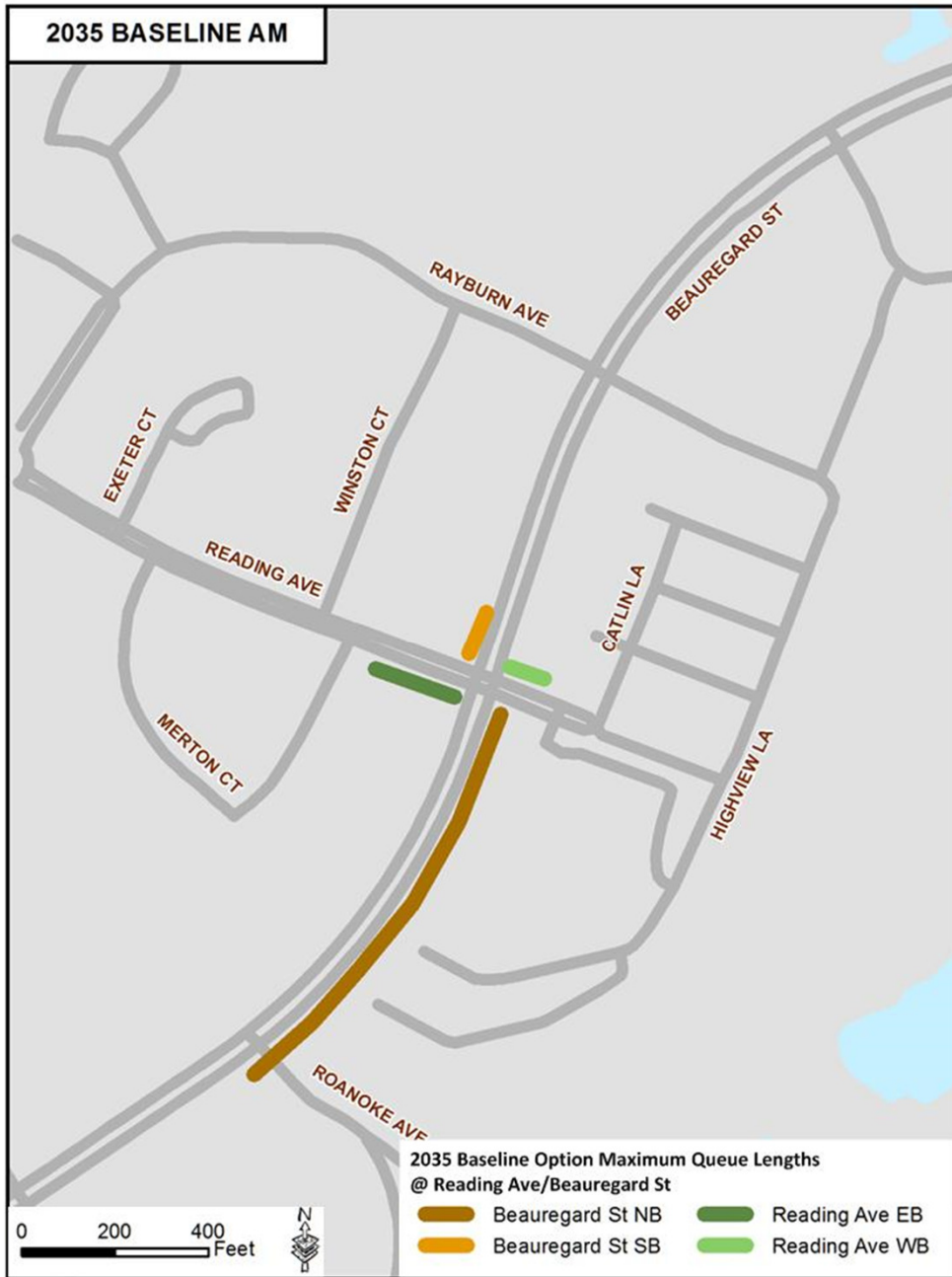
Traffic Results - Baseline 2035 Scenario





Beauregard/Sanger

Queue Length 2035 Baseline



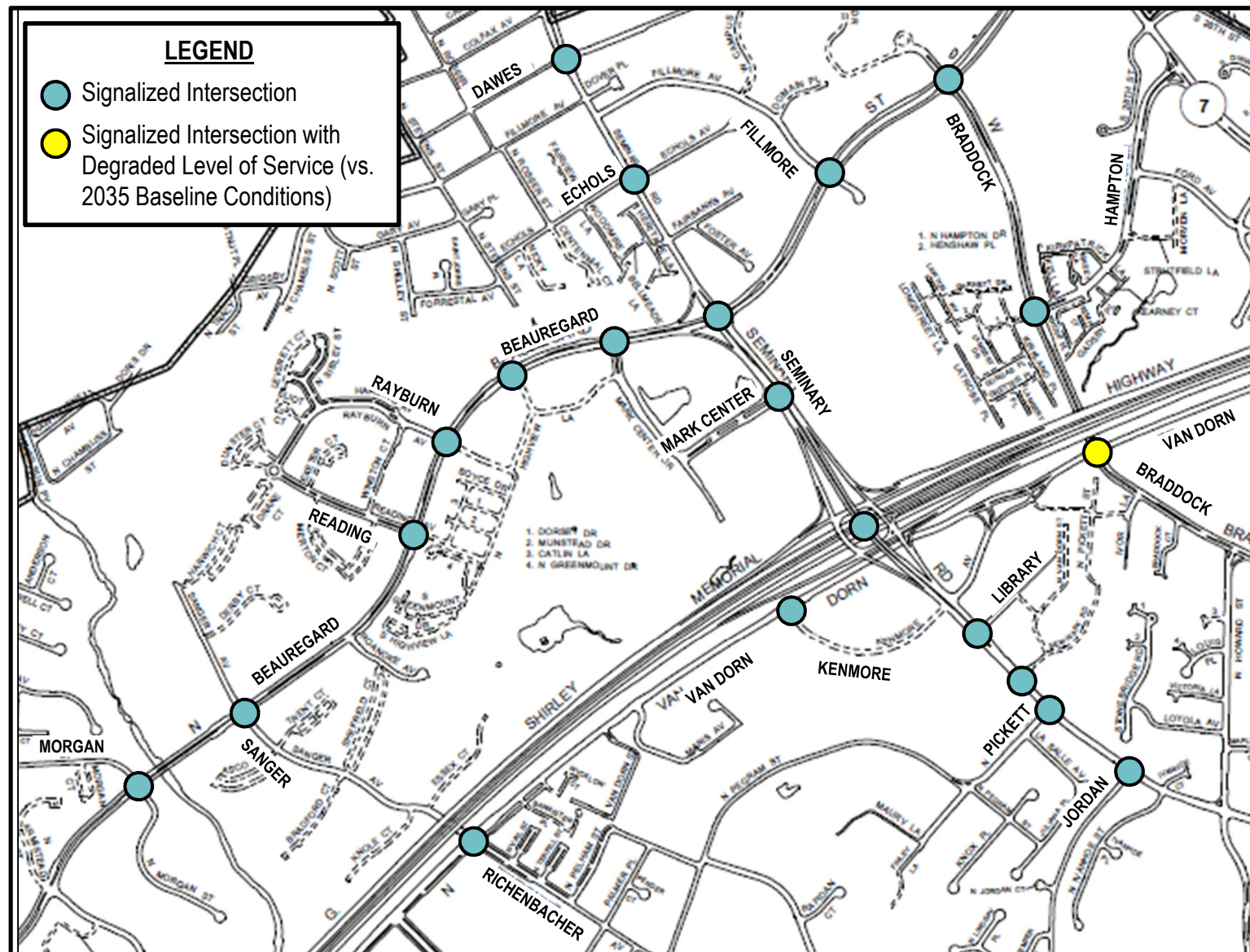
**Beauregard/
Reading**

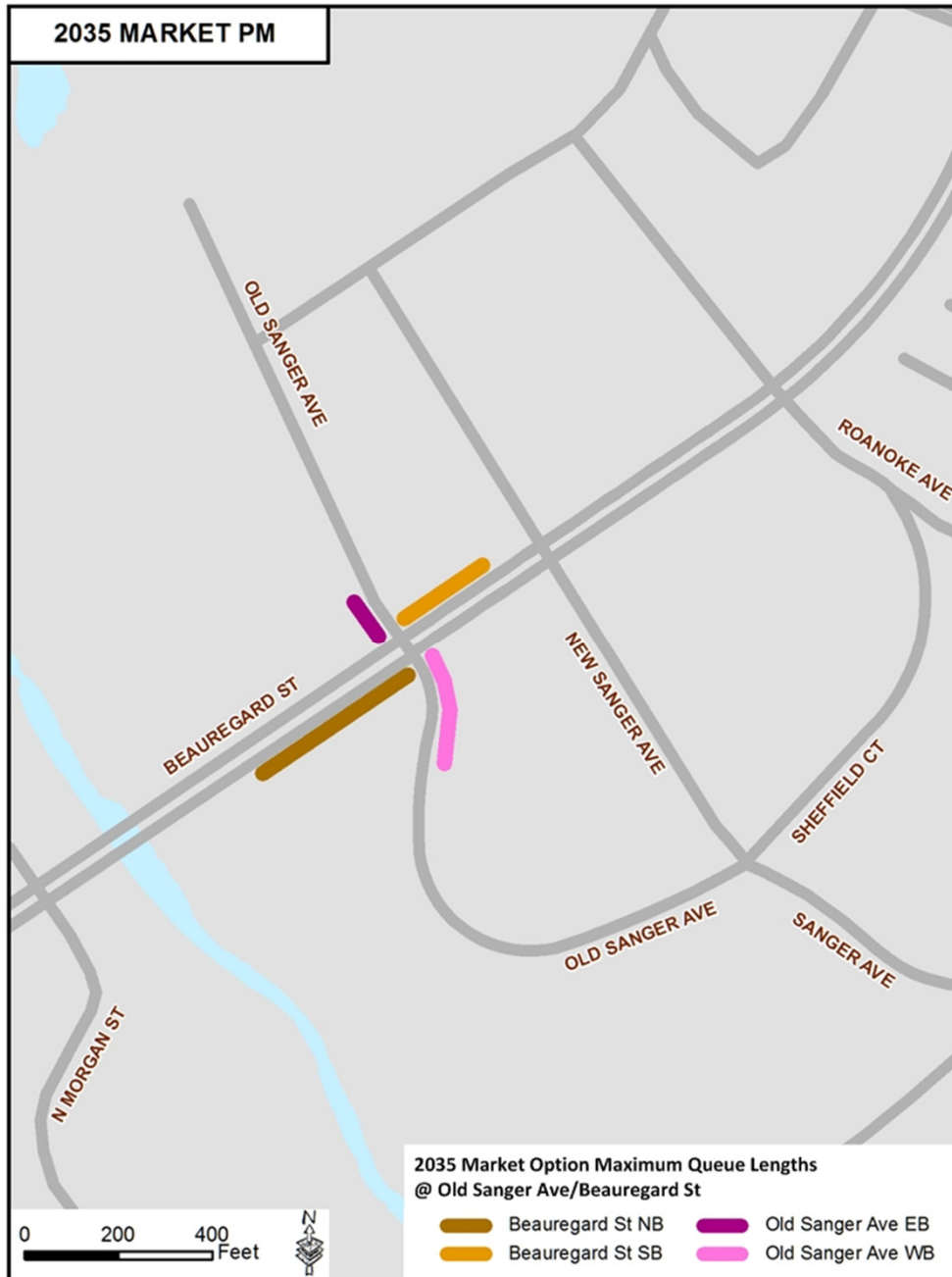
**Queue Length
2035 Baseline**

Transportation Improvements in 2035 Plan

Beauregard at Seminary	Ellipse at Seminary Road and Beauregard Street (Exclusive of ROW Costs)
	Right turn lane along WB Seminary Rd to Mark Center Dr.
	New road through Southern Towers
	Transitway Improvements for BRT
Beauregard between Hekemian and Southern Towers	Construct transitway
Beauregard between Mark Center Drive and Existing Sanger	Provide necessary right of way and widen Beauregard Street and construct a transitway
Rayburn Ave (Beauregard to Highview) and Highview Lane (Rayburn and Mark Center)	Provide Bicycle Facilities
Mark Center Drive (Beauregard to Seminary)	Provide Bicycle Facilities
Seminary between Beauregard and Mark Center Drive	Construct multi-use trail
Relocated Kenmore Avenue and Library Lane Extended	Construct Relocated Kenmore Avenue
Beauregard Street at Mark Center Drive	Right turn lane
	Reconfigure WB approach
Beauregard St at Existing Sanger Ave	Reconfigure Sanger Avenue
	Provide permissive left-turn phasing for the Sanger Ave left turns
	Provide permissive right turn phasing for WB Sanger Ave
Seminary Rd from Beauregard to Hekemian property line	Add left turn lane
Seminary Rd from Hekemian to Echols	Add left turn lane
Seminary at Mark Center Drive	Widen Mark Center Dr to allow for dual lefts
WB Seminary Rd On-Ramp from the I-395 Rotary	Restripe and remove island
Van Dorn St at Braddock Rd	NB/SB Lane Approach Improvements
	NB/SB Lane Approach Improvements
Van Dorn St at Sanger Ave / Richenbacher Ave	Restriping and sidewalk widening
New Parallel Road to Beauregard	Restripe WB approach
	Construct new parallel road
Relocated Sanger	Construct new Sanger Avenue
New Local Streets Parallel to Relocated Sanger	Construct transitway and construct sidewalk
	Construct new local streets

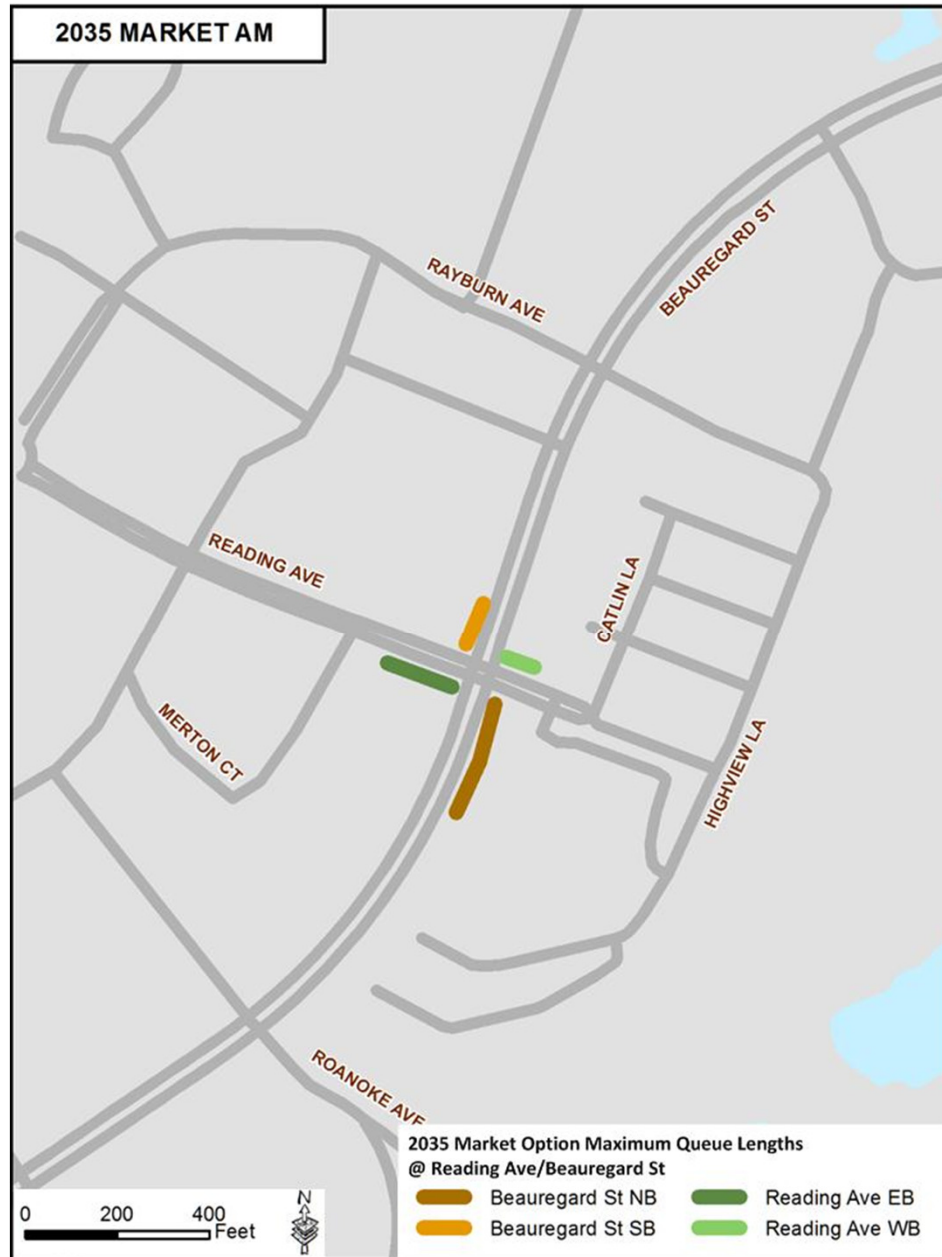
Traffic Results - Baseline 2035 Market Demand





Beauregard/Sanger

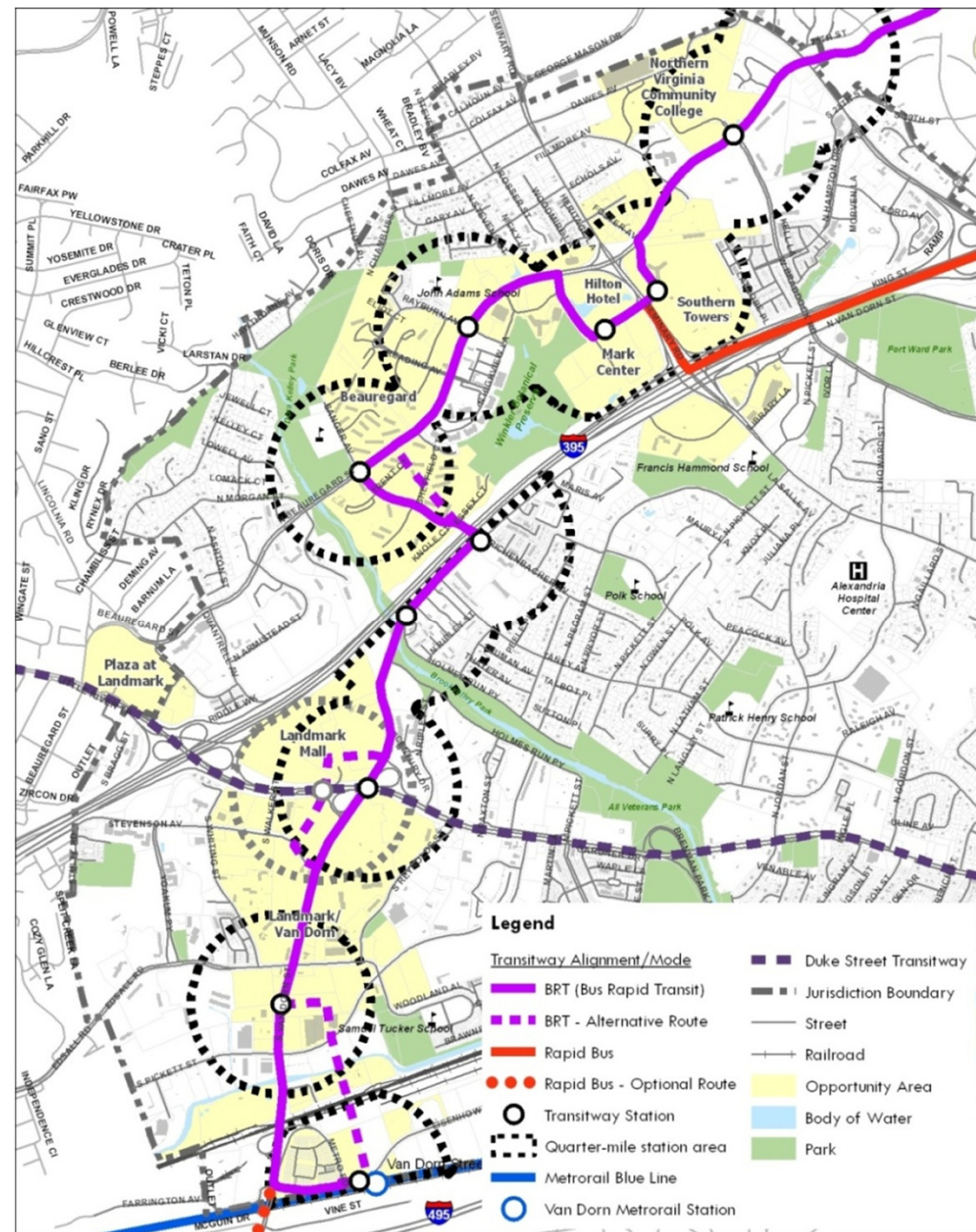
Queue Length 2035 Market



**Beauregard/
Reading**

**Queue Length
2035 Market**

Corridor C Transitway Alignment



Ellipse



Next Steps

- Phasing of Improvements
- Transportation Technical Report

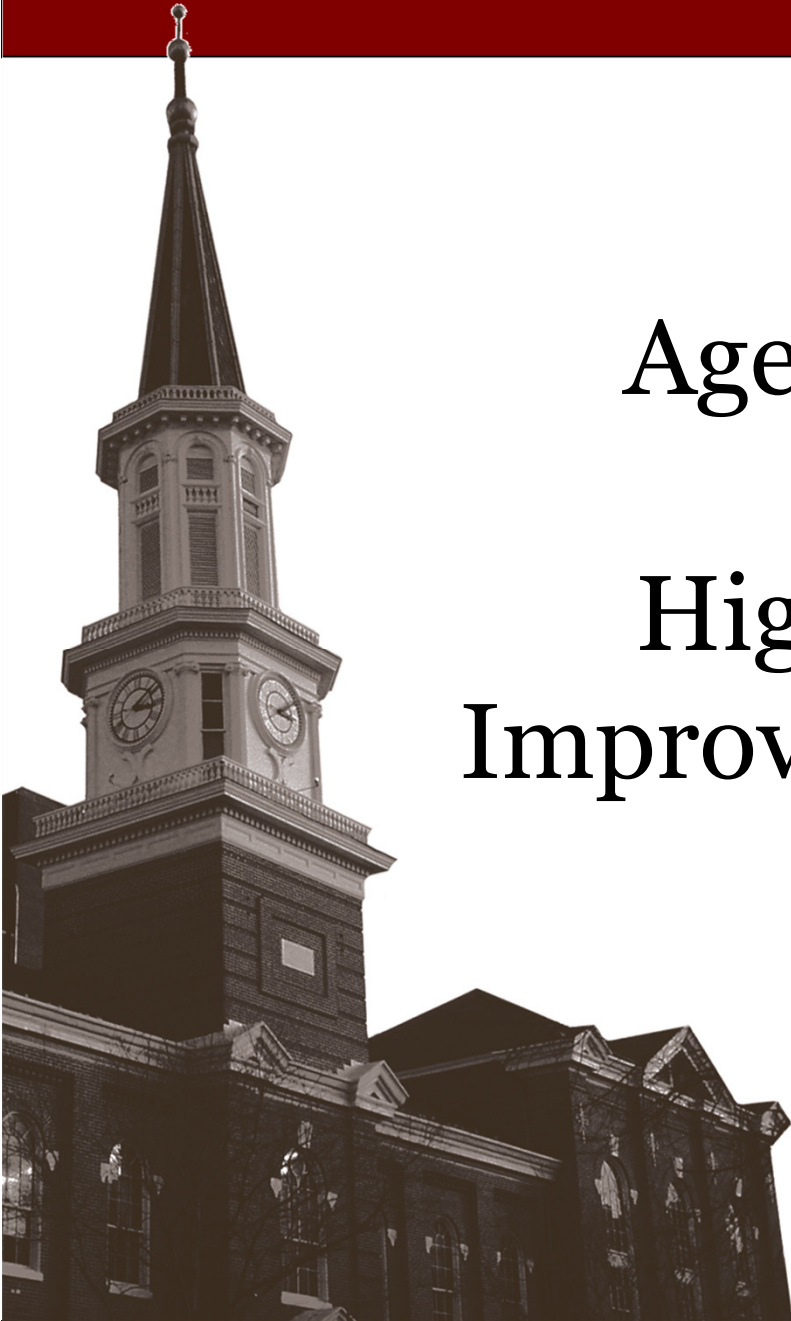
THANK YOU

COMMENTS / QUESTIONS?



Agenda Item #5

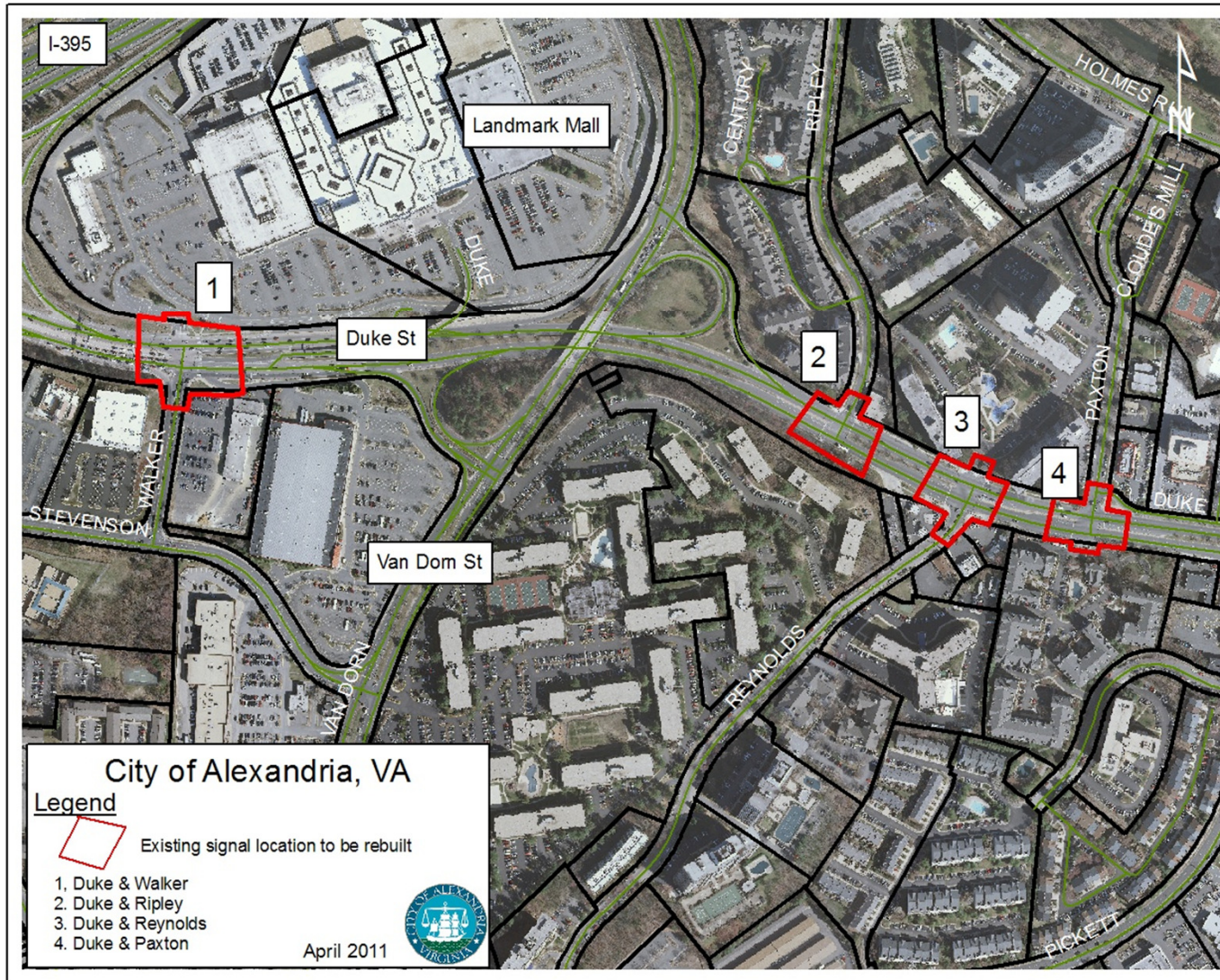
Highway Safety Improvement Program



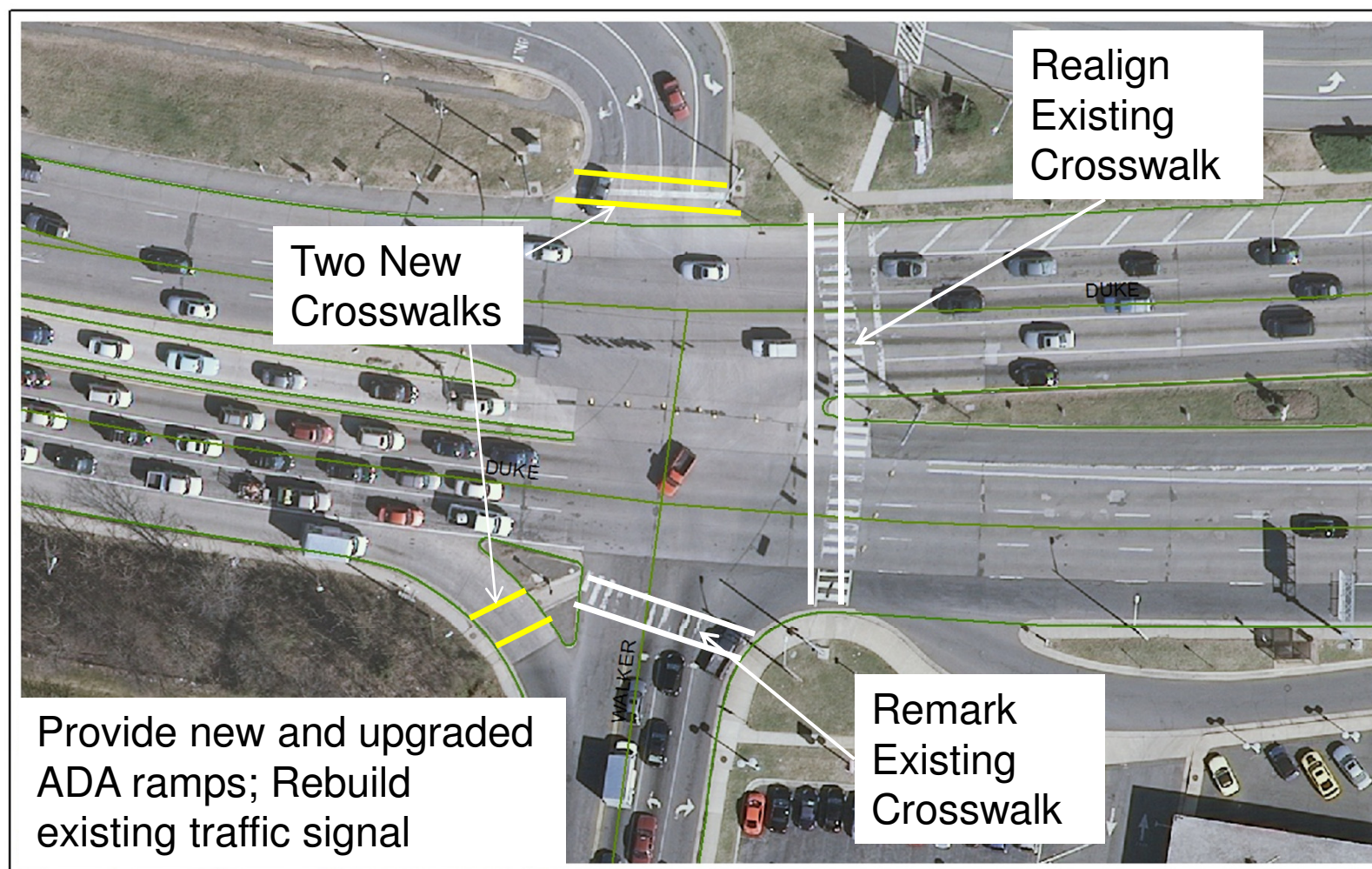
Project Background

- Federally funded project to improve highway safety along the Duke Street Corridor
- Focus on improving pedestrian safety along the corridor
 - Existing heavily used bus routes (DASH AT8 & WMATA 29K/29N)
 - Several existing signalized intersections without pedestrian crosswalks or pedestrian signals
- Four intersections selected for upgrades:
 - Duke & Walker
 - Duke & Ripley
 - Duke & Reynolds
 - Duke & Paxton

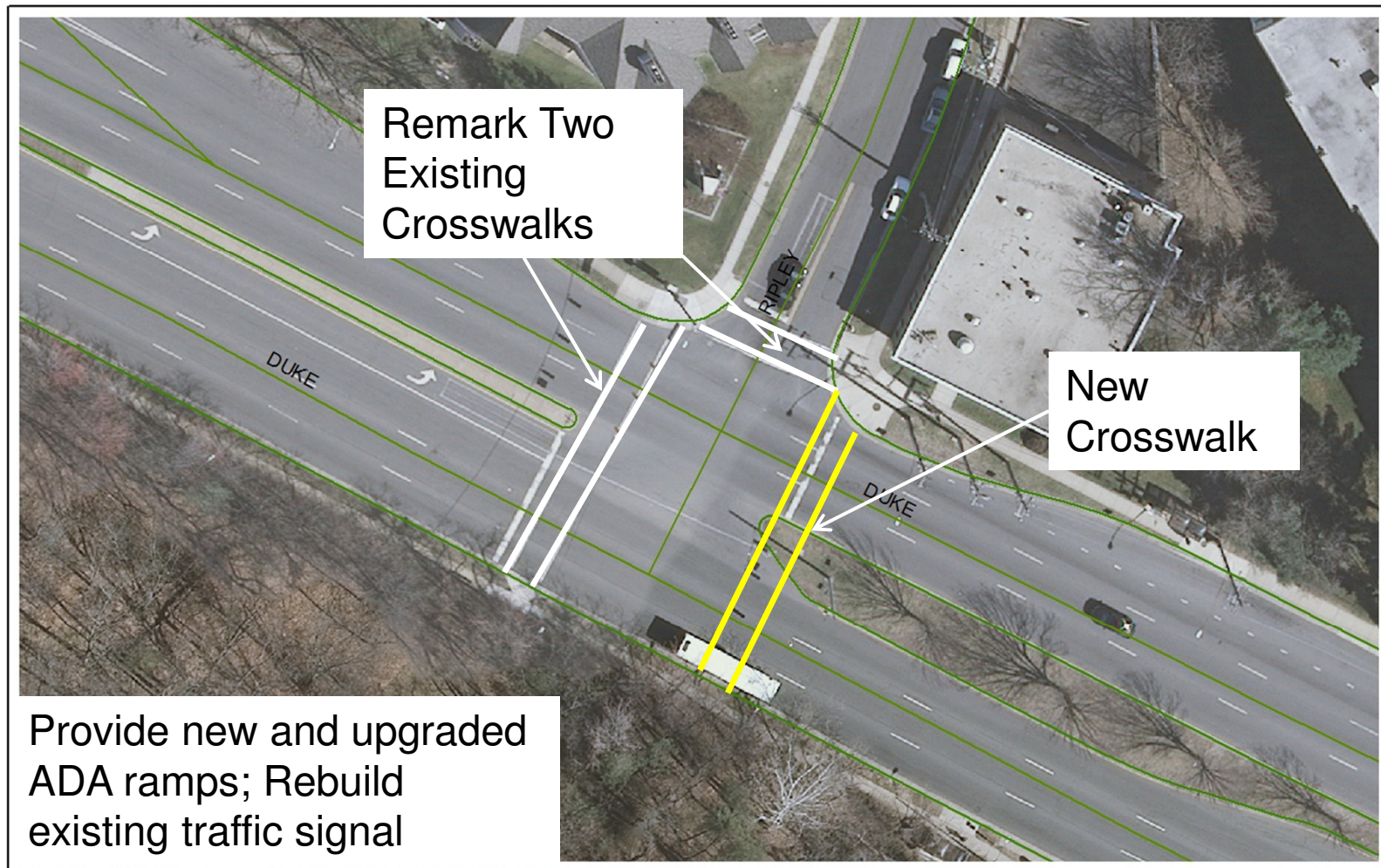
Project Location



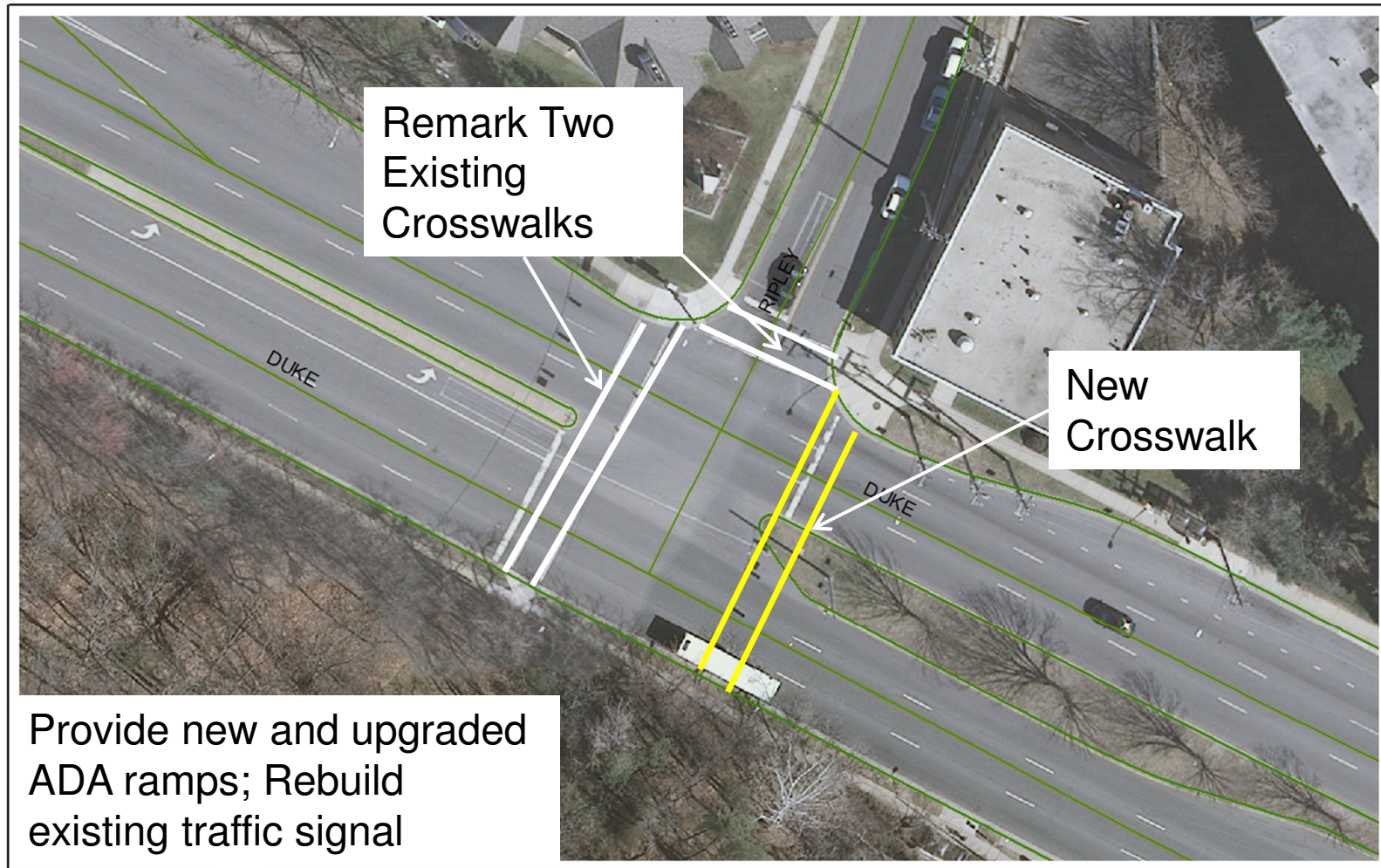
Duke & Walker



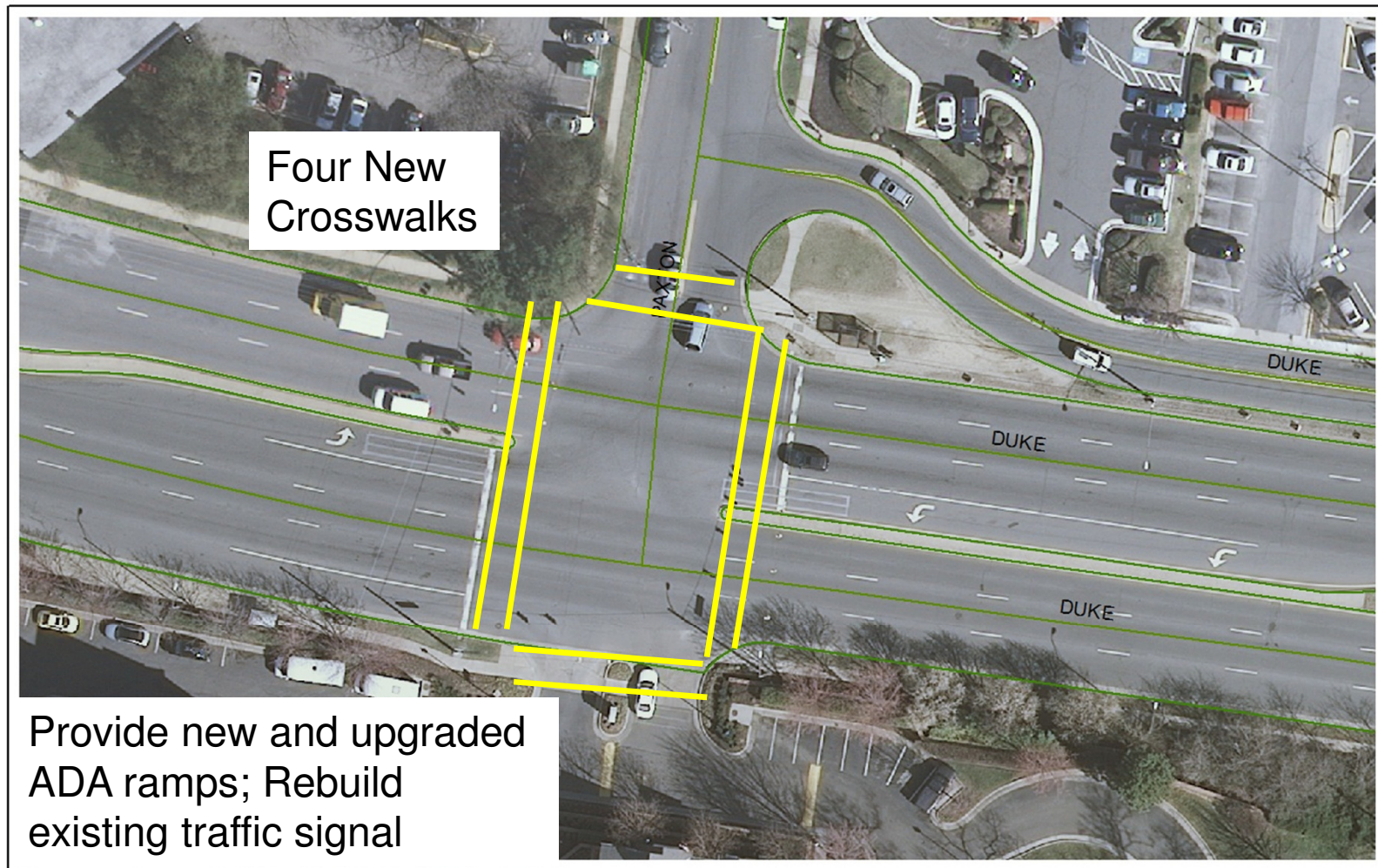
Duke & Ripley



Duke & Reynolds



Duke & Paxton



Current Project Status

- Preliminary Engineering began June 2011
- 100% Design plans were submitted by the consultant for review by VDOT and the City the last week of September
- Expected Advertisement Date: December 2011
- Expected Construction Date: Spring 2012

THANK YOU

COMMENTS / QUESTIONS?

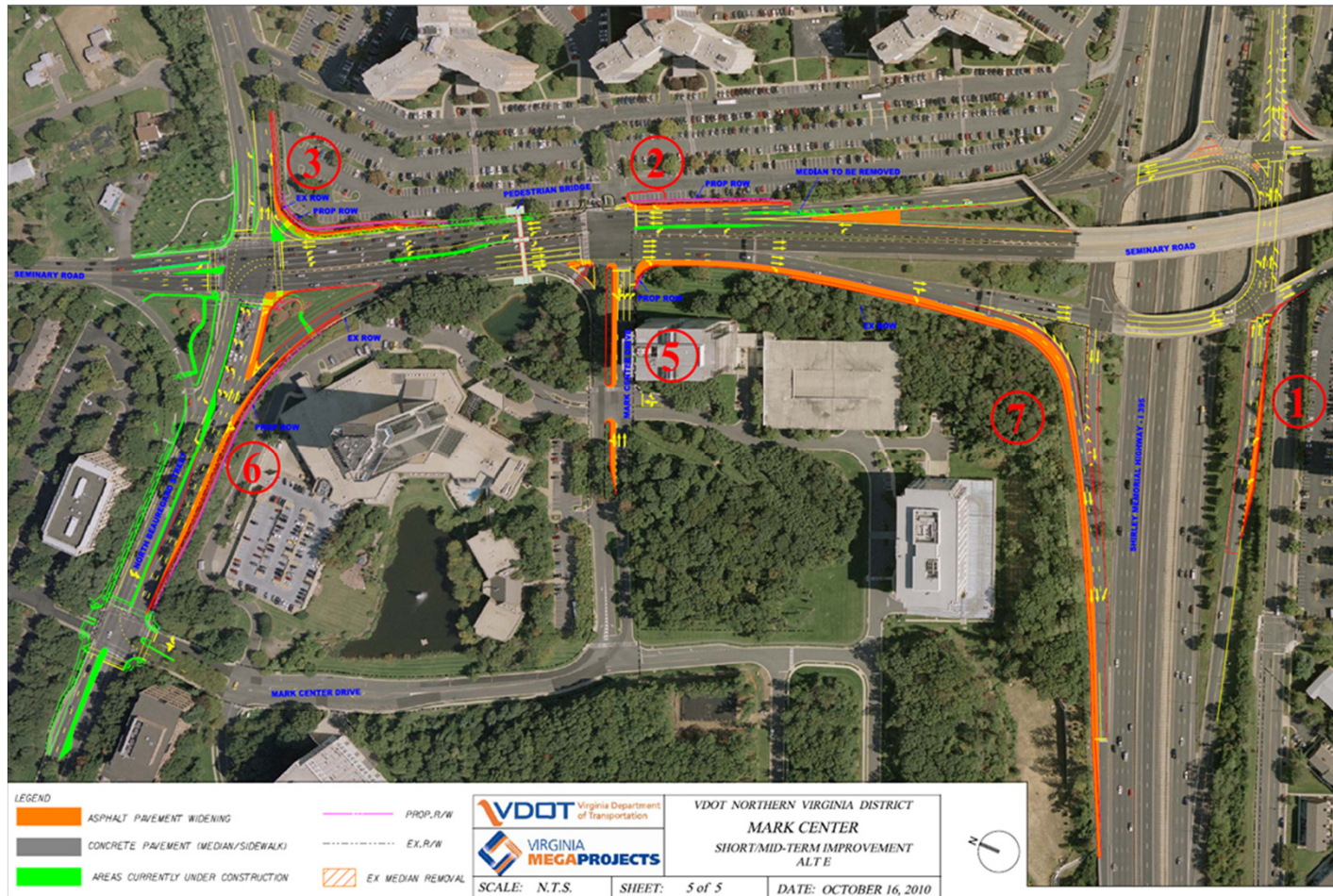


Agenda Item #6

BRAC-133 Update



Short and Mid-term Improvements



Short and Mid-Term Improvements Schedule

Activity

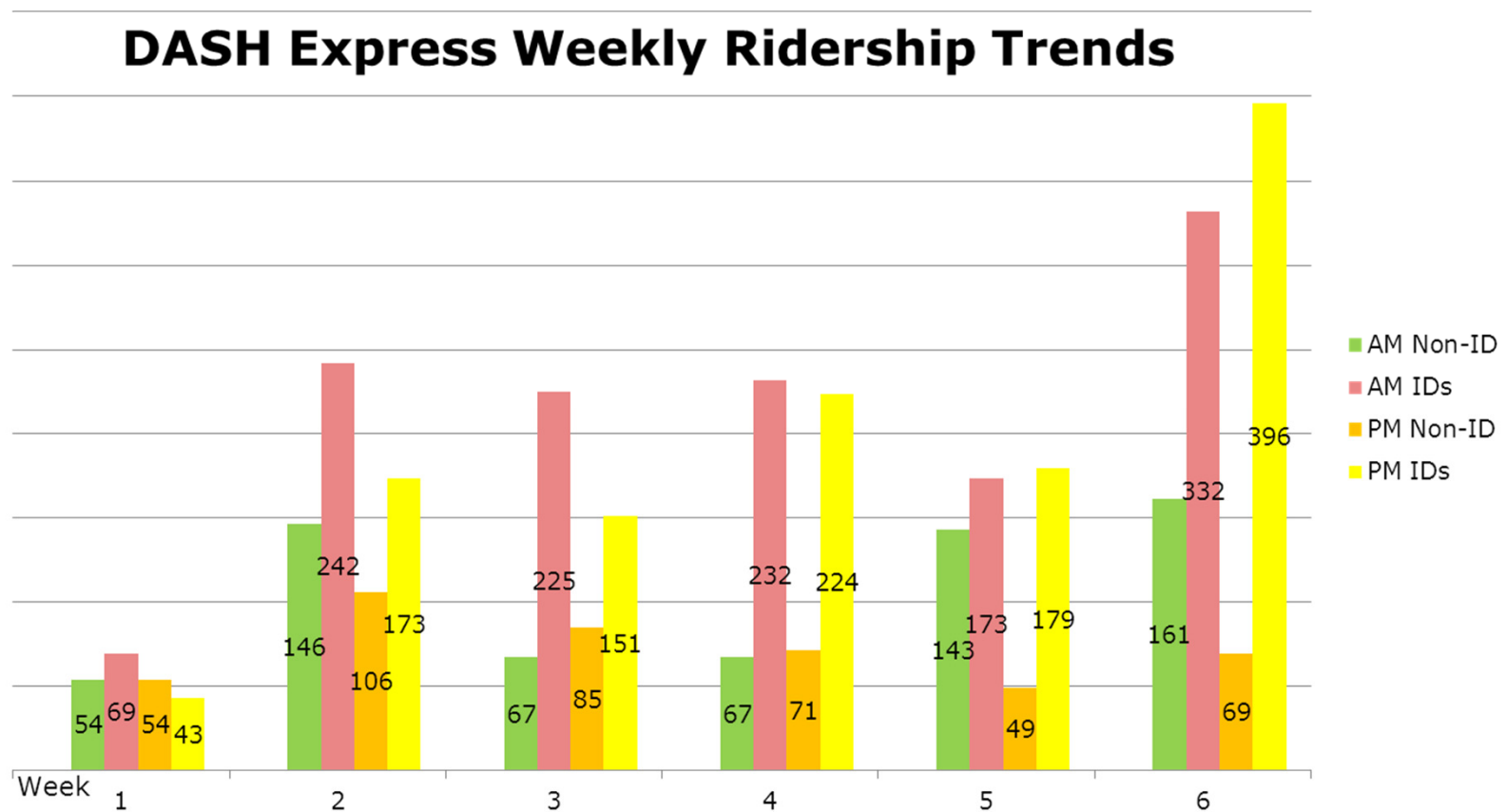
Date

Award 30% Design Task Order	July 2011
Issue Design-Build RFQ	Oct 2011
NEPA Document Complete	Nov 2011
Qualifications Due	Nov 2011
Issue Design-Build RFP	Dec 2011
Proposals Due	Jan 2012
Award Design-Build Contract	March 2012
Construction Begins (Phase I)	June 2012
Phase I Improvements complete	Sept 2012
Construction Begins (Phase II)	April 2013
Phase II Improvements Complete	Dec 2013

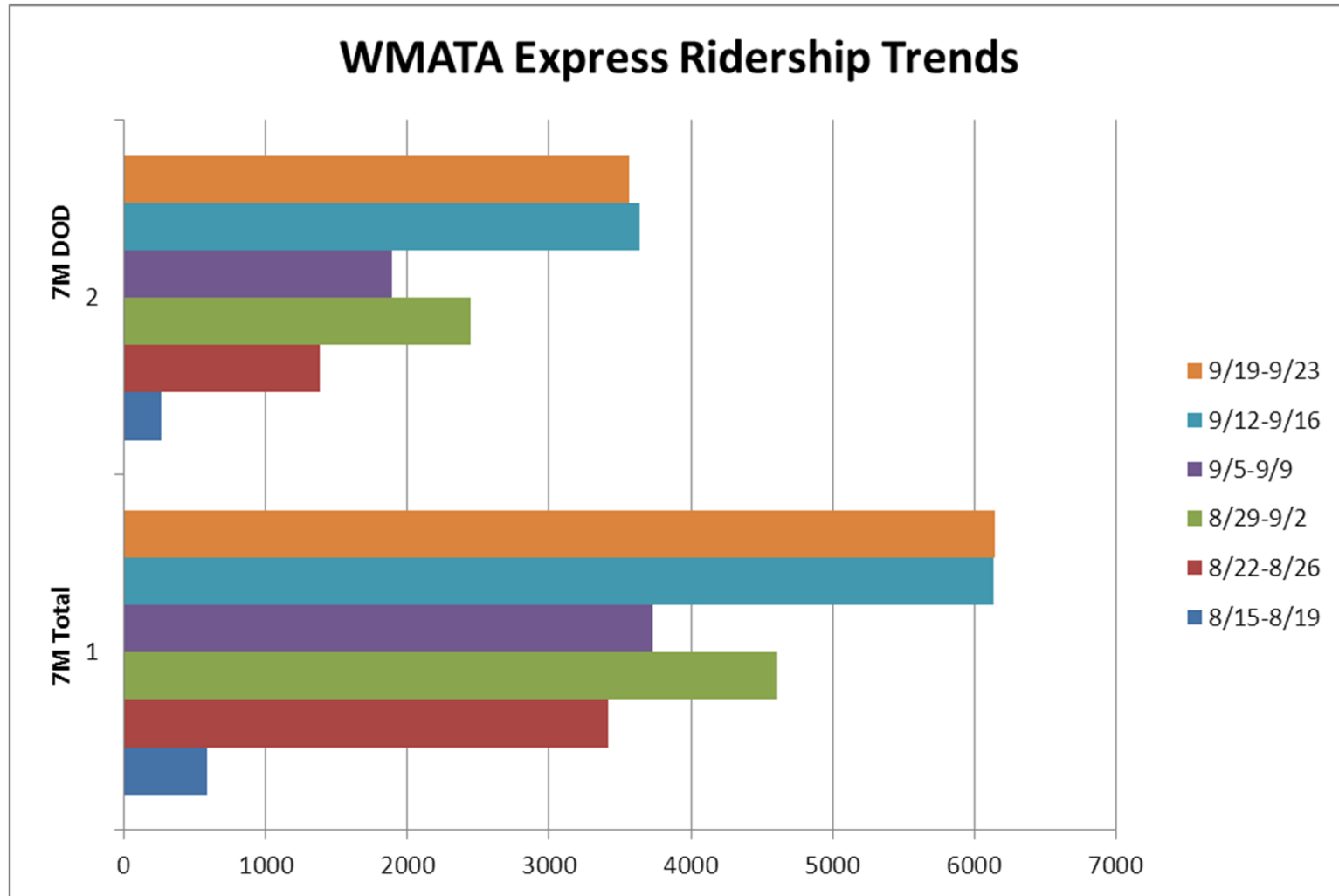
HOV/Transit Ramp

- Environmental Assessment is underway.
- Scoping response sent to VDOT September 15.
- Public hearing scheduled for December 15;
Commences 30-day public comment period.
- Design/Build process begins Spring 2012.
- Construction completion Fall 2014.

DASH Express Transit Update



WMATA Express Transit Update

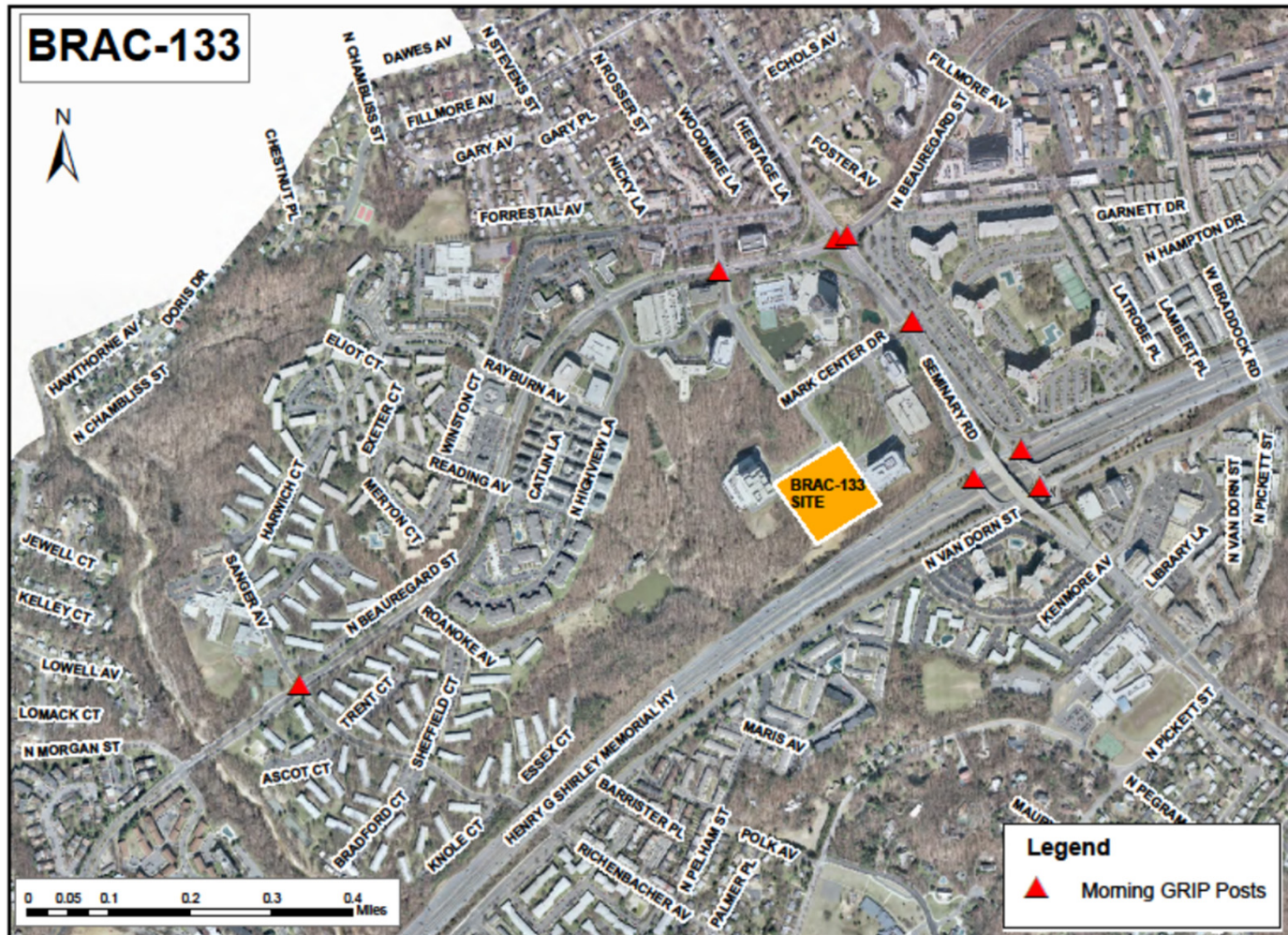


GRIP

(Gridlock Reduction Intervention Program)

- Program began September 6.
- Traffic conditions have not warranted posting personnel to date.
- APD is monitoring conditions daily and will resume staffing intersections when conditions warrant.

GRIP Intersections



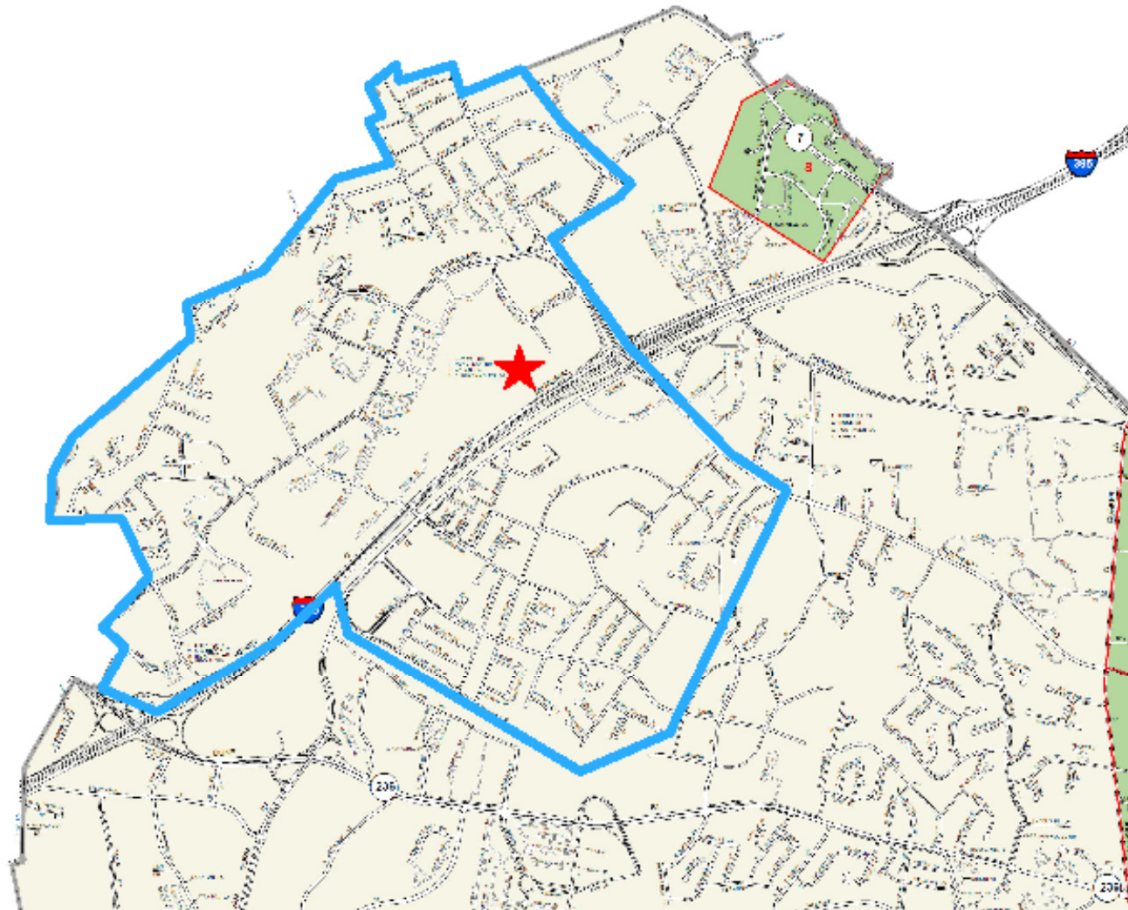
The locations identified are the initial proposed assignments of GRIP posts during rush hours. GRIP locations will be staffed under the direction of the Traffic and Parking Division Commander dependent upon the number of officers volunteering to work the assignment and daily traffic conditions

7/14/2011

Daytime Parking District

- Program implementation is underway.
- 34 block face applications have been received; 27 block faces have been activated with signs posted and guest permit tags issued.
- Internet visitor permit system is operational.

Daytime Parking District



HOT Lanes

- **Build 9-mile extension of existing HOV lanes** from Dumfries to Garrisonville Rd in Stafford County
- **Expand existing HOV lanes from 2 to 3 lanes for 14 miles** between Prince William Parkway to vicinity of Edsall Road on I-395
- **Improve the existing two HOV lanes for six miles** from Rt. 234 to Prince William Parkway
- **Add new or improved access to and from HOV/HOT network at key interchanges**

